

Services gives highlights on Miranda Lambert concert, page 7

Border Eagle

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Laughlin Air Force Base, Texas

April 29, 2005

Ops, maintenance reach new milestone with T-38C

Capt. Alicia Palmer and 1st Lt. Abram Woody, both of the 87th Flying Training Squadron, mark a new beginning for the 47th Operations Group and the 47th Maintenance Division by piloting the first upgraded T-38C flight here Tuesday.



Photo by Capt. Paula Kurtz

By Capt. Paula Kurtz
Public Affairs

Laughlin's first fully upgraded T-38C took flight from the base's center runway Tuesday, marking yet another historic milestone for Team XL.

In a sense, this is when the real work begins. Over the next year, ops and maintenance crews will strive to deconflict student training and maintenance issues to meet mission requirements while the rest of the T-38A fleet

undergoes two major modifications.

Laughlin is the first Specialized Undergraduate Pilot Training base in AETC to complete the cockpit and engine upgrades concurrently – a task made much more challenging due to student training requirements and high operations tempo.

"We have to be very careful," said Lt. Col. Om Prakash, 87th Flying Training Squadron director of operations, "to make sure students are flying the

aircraft they are trained for."

Work began in July 2004 to upgrade the T-38A cockpit and avionics system, resulting in the designation change to T-38C. Requiring a 1-month trip to Mesa, Ariz., more than half of Laughlin's 74-ship fleet has completed the overhaul.

The second modification, called the Propulsion Modification Program, or PMP, takes place at Randolph AFB,

See 'T-38C,' page 4

Physical training gear available at BX

Compiled from staff reports

The Base Exchange has distributed Air Force Physical Training gear to over 50 percent of Laughlin's scheduled deployers and has sufficient quantities of the gear to allow sales to all active-duty personnel.

Enlisted members will receive an additional \$120.50 in their annual clothing allowance to cover the initial cost of the uniforms.

Individual uniform-item costs are: shorts, \$12; shirts, \$9.50; jacket, \$62; pants, \$37.

The Chief of Staff of the Air Force has approved policy for wear of the

official PT uniform. The intent of the policy is for wear of the PT uniform at all organized PT functions. Mandatory wear date will be established at a later date. Any combination of PT uniform items may be worn together (jacket with t-shirt and shorts, t-shirt with shorts and or pants); PT uniform items will not be worn with any civilian clothing.

Short- and long-sleeve AF t-shirts (once available) are authorized and must be worn tucked into shorts or pants.

See 'PTU,' page 5



Photo by Master Sgt. Efrain Gonzalez

First Lt. Megan Schafer (from left), Staff Sgt. Antwain Wright and Master Sgt. Scott Wagers show off different combinations of the new physical training uniform.

Newslines

Class 05-08 graduates today

Col. Susan Helms, Air Education and Training command Deputy Director of Operations for Technical Training, test pilot and astronaut, will speak at 10 a.m. today in Anderson Hall at the graduation of SUPT Class 05-08.

Customer service closure

Finance customer service will close at 3:45 p.m. Monday for an official function. Call 298-5167 for emergencies.

Pass and ID hours change

Security Forces Pass and ID hours will now be Monday, Wednesday, Friday from 9 a.m. to 4 p.m. and Tuesday, Thursday from 7:30 a.m. to 4 p.m.

Warrior Call scheduled

A Warrior Call is set for 10 a.m. Thursday in Anderson Hall. A reception will follow in classrooms E and F. For details, call 298-5574.

Deployment stats

Deployed:	26
Returning in 30 days:	2
Deploying in 30 days:	37

Mission status

Mission capable rate (As of Tuesday)	
T-1, 89.4%	T-38A, 78.6%
T-6, 92%	T-38C, 78.8%

Alcohol-related incidents

January to April 2004	8
Jan. 1 to April 13, 2005	11
Days since last incident	20

Professionalism, integrity, humility: difference between ‘Good and Great?’



Commander's Corner

Lt. Col. Jeff Smith
47th Operations Support
Squadron commander

Why does the Air Force continually attempt to mentor, develop and shape us as Airmen?

It's not because the Air Force needs good men and good women; rather, it's because the Air Force needs great men and great women. We need individuals willing to take the personal tools that God uniquely provides us and diligently forge them into skills of greatness. Not greatness for ourselves, but greatness for service...service to humanity.

As I reflect on the great men and women that I have been honored to serve with, I have noticed three distinctive characteristics that make the difference between good and great: Professionalism, Integrity, and Humility.

Professionalism is ensuring that the job we are given is done right. When we complete a task, we must be willing to sign our

name to it and consider it a personal beacon...a reflection of who we are and what we bring to the fight. Our deeds define our reputation and our reputation defines our lives.

Our professionalism is measured every day by the passion in which we seek lasting solutions and by the spirit of excellence that we demand of ourselves and of those around us.

Do not be fooled...when the uniform comes off and the duty day is over, professionalism does not get hung in the closet. Our professionalism is not defined by the clock on the wall; rather it is defined by who we are every moment of every day. Whether in blues in parade, BDUs in battle, or jeans at a club downtown, we must all reflect a beacon of professionalism that cannot be extinguished.

If professionalism is doing the job right, then integrity is doing the right job. While professionalism is a beacon of our lives, integrity is the banner of our heart. A man or woman who cannot be trusted will not ever reach the level of greatness that our military calling requires.

My father taught me that it

takes a long time to build trust and only a moment to lose it. Our lives, what we say, what we sign, and what we claim to believe cannot be laden with folly...in our profession, there is simply too much at stake. Instead, we must build a banner of integrity that is beyond reproach, beyond question.

Finally, it is the virtue of humility that will lead our lives to greatness. Scripture teaches us to “do nothing out of vain conceit or selfish ambition, but in humility consider others greater than ourselves.”

A man without humility risks intoxication by his own perceived power. True greatness, the kind of greatness needed throughout our military service, will only be found in those rare individuals that seek wise council, admit when they are wrong, and allow others to take the credit for success.

Professionalism, Integrity, Humility—characteristics that empower our ability to serve. Our individual challenge is to continually develop and improve all three...they simply make the difference between good and great.

Master Sergeant says traffic deaths take emotional toll

Master Sgt. Kimberly Spencer
59th Medical Wing Public Affairs

LACKLAND AIR FORCE BASE — I tell myself I won't cry this time.

It's been almost six years since my brother was locked up for vehicular manslaughter. As I sit and wait for him to be released into the visiting area, I remind myself, I will be strong, I will not cry this time.

I'm thankful that he somehow survived the wreck he caused. I deal with the guilt that comes when I think of the mother and daughter in the other car who didn't.

For my mother and stepfather the emotional and financial tolls have been devastating. Although he is one of six children, he is my mother's only son.

For my sisters and me, it has been an emotional roller coaster. Some of us have forgiven him and support him to the best of our ability. Others choose to pretend he no longer exists.

I try to visit him at least once a month. The 12-hour drive gives me time to think.

I think about how this event has devastated so many lives;

how that split-second decision, to get behind the wheel, has turned into a lifetime of pain.

In his intoxicated state, my brother never realized he had forgotten to put his lights on as he pulled out into the path of a car holding a family of five. They didn't see him until it was too late.

T.C. finally arrives and checks in with the guards. This is when I feel the happiest, finally getting to see my baby brother again. I hug him briefly as a meaty-looking guard

See 'Toll,' page 3

Border Eagle

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Deadlines

News for the Border Eagle should be submitted to the 47th Flying Training Wing Public Affairs Office, Bldg. 338, Laughlin AFB, TX, 298-5262.

Copy deadline is close of business each Thursday the week prior to publication.

Submissions can be e-mailed to: olufemi.owolabi@laughlin.af.mil or sheila.johnston@laughlin.af.mil.

Advertising

Advertising should be submitted to the Del Rio News-Herald, 2205 Bedell, Del Rio, TX, 774-4611. Advertising should be submitted by 4 p.m. each Friday.

Actionline

Col. Tod Wolters
47th Flying Training
Wing commander



Call 298-5351 or email
actionline@laughlin.af.mil

This column is one way to work through problems that haven't been solved through normal channels. By including your name and phone number, you are assured of a timely personal reply. It's also useful if more information is needed to pursue your inquiry. We will make every attempt to ensure confidentiality when appropriate.

Before you call in or e-mail an Actionline, please try to work out the problem through the normal chain of command or directly with the base agency involved. Please keep e-mails brief.

If your question relates to the general interest of the people of Laughlin, the question and answer may also be printed in the Border Eagle.

Thanks for your cooperation, and I look forward to reading some quality ideas and suggestions. Below are telephone numbers that may be helpful when working your issue with a

AAFES	298-3176
Chapel	298-5111
Civil Engineer	298-5252
Civilian Personnel	298-5299
Clinic	298-6311
Commissary	298-5815
Contracting	298-5439
Dormitory manager	298-5213
EEO	298-5879
Finance	298-5204
FWA hotline	298-4170
Housing	298-5904
Information line	298-5201
Inspector General	298-5638
Legal	298-5172
MEO	298-5400
Military Personnel	298-5073
Public Affairs	298-5988
Security Forces	298-5900
Services	298-5810

“Through trust and teamwork, train expeditionary airpower experts to fight and win America’s wars.”

– 47th Flying
Training Wing
mission statement

Tony’s story: A brother’s lesson in drug abuse

By Col. Robert Winston
86th Airlift Wing vice commander

RAMSTEIN AIR BASE, Germany — It was Saturday morning, May 5, 1995, when the police told me my brother was dead. They told me over the telephone and were very cavalier about it. But I understand why they were so callous. My brother had died of a heroin overdose, and they probably figured I was a junkie too.

I came from a normal Air Force family. My brother, Tony, and I grew up on Air Force bases and loved riding our bikes down to the flightline to see the planes. All of our friends were Air Force brats and most dreamed of one day becoming pilots.

But when my brother was 14, he went to a Grand Funk Railroad concert with some friends and smoked his first marijuana joint. Most of his friends were smoking the stuff, and he just wanted to be part of the crowd. It was a decision that destroyed his life.

My parents told us about the dangers of drugs. The schools educated us all about how drug use could ruin your future. But he must have listened to his peers who said not to worry, he couldn't get addicted to pot. Tony liked the pot and continued to smoke it and started experimenting with other ways to get high. Tony's grades in school started slipping. He began to become a discipline problem. The only thing he cared about was getting high. Drugs became the center of his life.

My parents tried everything they could to stop my brother. Family meetings, church counseling, professional counselors and boarding school couldn't pull Tony away from the drugs. When he turned 18, he dropped out of school. About this time he started using heroin.

“ Tony married, had three children, abandoned his family, drifted, remarried, had another child, then abandoned them. One doesn't have time for such trivial things when one is a junkie. I have no idea how many other people's lives were ruined by the drugs my brother sold to help support his habit. ”

Tony married, had three children, abandoned his family, drifted, remarried, had another child, then abandoned them. One doesn't have time for such trivial things when one is a junkie. I have no idea how many other people's lives were ruined by the drugs my brother sold to help support his habit.

He stole thousands of dollars from my parents on two different occasions to buy drugs. I hate to think of what Tony must have done to support his heroin habit, but he was hooked and couldn't stop.

Despite all this, we loved my brother. He really was a nice guy. Tony knew he was destroying himself and hurting all those around him, and he was miserable. We never stopped praying for him. My parents sent him twice to detoxification hospitals to kick the habit. But he couldn't kick the habit. I really don't think it's possible to stop once you are hooked on heroin.

On the night my brother died, he drank a bottle of Sour Mash, took some depressant pills, then put the needle in with the venom that took him from us. He was found sitting on the toilet, cold. Not a very dignified end. It all started with that first joint that ensured acceptance from the gang.

For the young readers, my message is just don't do it. What you may think is a harmless experiment will become the first nail in your coffin. Marijuana use is the first step. Just say no. Dump any friends who offer you drugs. You don't need to hang out with losers like that.

Parents need to watch their children. Who are their friends? Who are their heroes? What are the words of their favorite music saying? How is their behavior and school performance? Do whatever it takes to keep your children away from drugs.

To my fellow Air Force members, my message is that I will not tolerate any illegal use of drugs. I will do everything in my power to put drug users away, and take pleasure in doing so.

Toll, from page 2
frowns.

We sit across the table from one another and chat. We've learned to keep it light, talking about something interesting he has read, or how work is going for me. I try to update him on family events without dwelling on the things he is missing too much.

Before I know it, the guard

is giving us the five-minute warning. This is where it gets tough for me. I hug him hard, holding on despite another frown from the meaty guard. Inevitably, he pulls away and heads for the door back to his cell. As he turns to look at me one last time, and I see the sadness in his eyes, I feel the tears melting my resolve.

Slowly I make my way back

to the outside, through the stale air, past the clanking metal doors running on molas-ses.

As I exit the last door, I give up and let the tears fall.

Next time I will be strong, I tell myself. I won't cry — next time.

I've got 54 years to see if I can do it.

T-38C, from page 1

Texas, and enhances the intake, engines, and exhaust, resulting in increased thrust and reducing maintenance requirements. To date, only 4 Laughlin aircraft have completed both modifications.

“It’s like managing three small fleets, and that brings management challenges,” said Mr. Philip Pulliam, 47th Maintenance Directorate T-38 aircraft maintenance division chief. “We will have daily coordination with ops to make sure we get the right (operations) crews and the right (maintenance) schedule throughout the conversion.”

On the operations side, instructor pilots will also face challenges in scheduling flight training for their 59 assigned students.

“It’s definitely a management issue for us,” Colonel Prakash said. “For safety, and for good training, we don’t mix the aircraft students are training on. T-38A model students don’t fly the T-38C. Once T-38C students learn to fly the new PMP engine,

they won’t fly the older version again. With the limited resources and transition between models, it is a management challenge.”

The first student class to train in the fully modified T-38C is projected for late June when maintenance expects to have at least 11 of the fully modified PMP aircraft on station. In the meantime, more than 80 instructor pilots in the 87th FTS will get up-to-speed on the new system by completing computer-based training modules and simulator flights.

“For the instructors, it’s not as simple as just knowing how to fly the aircraft,” Colonel Prakash said. “Because they are teaching, they must be the experts in the aircraft they fly, so they should be able to explain everything from how the aircraft is put together to the philosophy behind the changes.”

Although the conversion to the new fleet will present challenges, both operators and maintainers agree – the end result will be worth the effort.

Maintenance improvements will include a new

corrosion-resistant material in the engine, and the number of parts will shrink from more than 800 to just around 100. In addition, the life of the compressor will increase by 50 percent, while unscheduled engine removal will decrease by 40 percent.

For operators, bigger intakes will allow more air into the engine on extreme hot-weather days, allowing aircrews the flexibility to takeoff and land from airfields with shorter runways, increasing their options for cross-country training, and reducing the number of training days lost because of hot weather.

But perhaps the best improvement is the 19 percent increase in thrust afforded by the new engine and exhaust system. While the change may seem slight, it is enough to preclude formation takeoffs with other versions of the T-38, throwing another wrench into the training schedule.

But on this one, instructors aren’t complaining. “We’re happy to deal with it,” Colonel Prakash said, smiling. “In the end, we’ll get more thrust...and it’s always great to get more thrust.”

New commander takes reigns of 85th Flying Training Squadron

Compiled from staff reports

Monday, Team XL welcomed a new 85th Flying Training Squadron commander to the 47th Flying Training Wing.

Lt. Col. Daniel Gernert succeeds Lt. Col. Steven Moore.

Colonel Gernert

Hometown:

Bloomville, Ohio

Time in service:

17 years, 2 months

Education: Bachelor of Science in Computer Science; Masters degree in Aeronautical Science

Previous assignments:

Undergraduate Pilot Training, Williams AFB, Ariz. 1988-1989; F-16 Reserve Training Unit, Macdill AFB, Fla. 1989-1990; F-16 Pilot - Hahn AB Germany, 1990-1991 where he flew 54 sorties during Operation Desert Storm; F-16 Pilot, Kunsan AB, Republic of Korea, 1991-1992; F-16 Pilot, Misawa AB, Japan, 1992-1995; F-16 Pilot, Cannon AFB, N.M., 1995-1998; T-38 Instructor pilot, Sheppard AFB, 1998-2001; Student, Army Command and General

Staff College, Kansas, 2001-2002; F-16 Pilot, Shaw AFB, S.C., 2002-2004; T-6 Instructor pilot, Laughlin AFB, 2004-present

Greatest feat: Taking out a close-air-support target that was holding up the ground troops during Operation Desert Storm. This allowed our troops to immediately continue the move north.



Leadership philosophy:

Get out of the way and let people do there jobs.

Personal hero: President Ronald Reagan

Favorite quote:

If it ain’t broke, don’t fix it.

Favorite movie: Princess Bride

Hobbies: Racquetball, Camping

Bad habit: Having a poor diet

What or who has inspired you most in life and why?: My dad. He set an example by living a life that was consistent with what he said he believed. That has had a lasting impact on my life and how I try to conduct myself.

Shuttle exercise tests NASA, Edwards response teams

By Senior Airman Matthew Dillier

95th Air Base Wing public affairs

Support crews from NASA Dryden Flight Research Center, Kennedy Space Center and the base teamed up in a mock shuttle recovery exercise on the flightline here April 16.

The day began around 9 a.m. as a vehicle convoy snaked its way down the flightline to the main runway.

“We always come out for these exercises,” said Dean Schaaf, Kennedy Space Center NASA convoy commander. “We have about 60 folks just from Kennedy (Space Center) alone.”

About 93 people from Florida and Edwards AFB safely recovered the mock shuttle.

Around 11:30 a.m., the shuttle “landed” on the runway here; however, it was not a normal landing. As part of the exercise, the shuttle crew reported smoke coming from the cockpit during the approach.

After the shuttle stopped, emergency crews rushed to the orbiter to rescue the crew from the billows of smoke pouring out of the side hatch.

“Once the firefighters get inside the cockpit, they lower the individuals with straps on a ramp,” said C. R. Eckroth, 95th Air Base Wing’s fire protection division logistics officer. “After that, they usually do a quick evaluation to get their vital signs.”

Since Edwards is the secondary landing site for the space shuttle, exercises are held periodically to familiarize new people with landing and crew rescue procedures.

The Space Shuttle Discovery is expected to return to flight between May 22 and June 3.

For more information on the space shuttle, visit NASA’s Web site at www.nasa.gov.

(Some information courtesy of NASA Dryden)

PTU, from page 1

The jacket, when worn, will be at least half zipped; hood will be stored and zipped when not worn; pants when worn will be zipped at legs.

PT shorts may be worn with navy blue or black spandex shorts and leggings underneath; and full-length leggings may be worn during cold weather periods.

Socks should be white and will be worn ankle or calf length; small conservative trademark logos may be worn on socks; shoes must be a conservative color (i.e., white, black, dark blue, etc.).

Hats are not required when performing PTactivities; however, if worn, MAJCOM commanders or AF component commanders will standardize style and wear policy.

Saluting is not required when performing PT activities, however it is required when meeting individuals displaying appropriate rank and not performing PT activities, regardless of uniform type.

Hair must be neat and not allowed to hang loose below the collar; it will be tied back.

Reflective belts will be worn at the discretion of the installation commander.

Jewelry wear will follow normal uniform wear rules; keep safety in mind. Body art (tattoos) standards apply (refer to AFI 36-2903).

Within the AOR, the Air Force component commander will coordinate the wear policy with the COCOM to ensure uniformity of wear in a joint environment.

Starting Oct. 1, 2005, the replacement allowance will be based on the established wear life of the uniform, which has yet to be determined. Officers will be required to purchase uniform at their own expense.



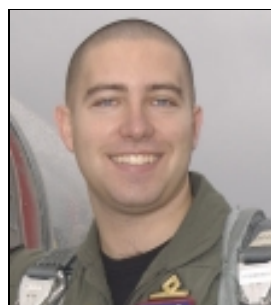
Capt. Patrick Brady-Lee
C-17
McChord AFB, Wash.



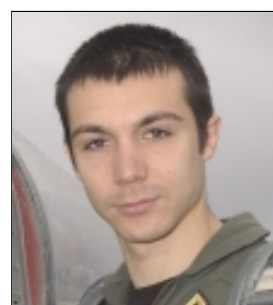
1st Lt. Miguel Romero
T-38
Laughlin AFB



Specialized Undergraduate Pilot Training Class 05-08 graduates



1st Lt. Emanuele Angelelli
AMX
Istrana AFB, Italy



2nd Lt. Gianluca Pinto
Tornado ECR
Biacenza AFB, Italy



1st Lt. Adam Pitarra
EC-130 (ANG)
Pennsylvania ANGB, Penn.



1st Lt. Luke Sullivan
T-6
Laughlin AFB



2nd Lt. Ryan Armstrong
KC-135
Kadena AB, Japan



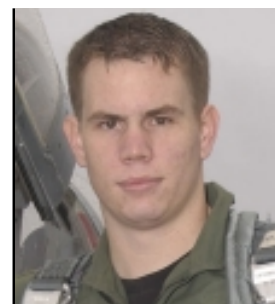
2nd Lt. John Berger
C-17
Charleston AFB, S.C.



2nd Lt. Daniel Blum
C-17
Charleston AFB, S.C.



2nd Lt. Aaron Brister
C-21
Peterson AFB, Colo.



2nd Lt. Tyler Cox
F-15C (ANG)
Klamath Falls ANGB, Ore.



2nd Lt. John Cramer Jr.
KC-135
Mildenhall AB, U.K.



2nd Lt. William Dabney
C-17
McChord AFB, Wash.



2nd Lt. David Damron
T-1
Laughlin AFB



2nd Lt. Stuart Fraser
C-21
Andrews AFB, Md.



2nd Lt. Breck Hale
C-21
Ramstein AB, Germany



2nd Lt. Chris Halle
KC-135
Grand Forks AFB, N.D.



2nd Lt. David Jeffers
C-130
Dyess AFB



2nd Lt. Aaron Johnson
F-16C
Luke AFB, Ariz.



2nd Lt. Adam Kornitzer
KC-135
Fairchild AFB, Wash.



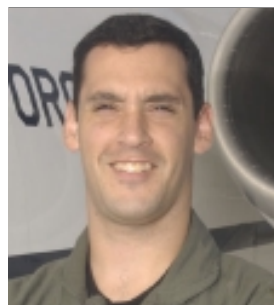
2nd Lt. Thomas Parker
C-17
McChord AFB, Wash.



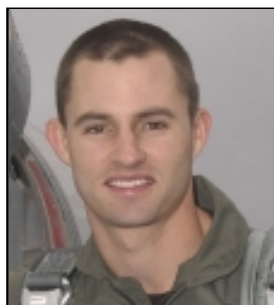
2nd Lt. Denise Rockman
C-17 (ANG)
Mississippi ANGB, Miss.



2nd Lt. Anthony Santucci
C-130 (AFRES)
Youngstown AFRB, Ohio



2nd Lt. Aaron Stark
KC-135
McConnell AFB, Kan.



2nd Lt. Graham Stewart
F-15E
Seymour-Johnson AFB, N.C.



2nd Lt. Ryan Ward
B-1B
Dyess AFB



2nd Lt. Ryan Watson
F-15E
Seymour-Johnson AFB, N.C.



2nd Lt. Shawn Wyne
B-52
Barksdale AFB, La.

Don't try
or even
think
about it!

Drinking and Driving



For a safe way to get home,
call Base Airmen Against Drunk
Driving at 298-8234 between
10 p.m. and 3 a.m. Fridays and
Saturdays

Services gives highlights on Miranda Lambert concert

By Tammi Byerly-Zahn
47th Services Division

You have been around the base and seen the posters for the 6 p.m. Miranda Lambert concert, Sunday, at the Fitness Center track. Now you are making plans to get there early to get a good seat, but are wondering what the line-up of events are and what is allowed into the concert area.

The concert area opens at 5 p.m. for all military personnel, Department of Defense identification card holders, base authorized civilians, retirees, and their family members with a bouncy castle and food and beverage concessions.

Parking is available in the old Fitness Center, clinic, Club Amistad, and Commissary parking lots. The new Fitness Center parking lot is reserved for distinguished visitors. If you live on base, it is better to walk or ride the bus to the track since parking is limited.

Seating is also limited with 750 bleacher seats, making it a good idea to bring the favorite picnic blanket or folding chairs. All active duty military



personnel are reminded that Lambert prefers you to wear your military uniform and find a seating area up front.

Don't miss the opportunity to capture your favorite concert highlights with your digital or still frame camera, however, remember to obey the security rules. For the safety and security of others please leave pets, coolers, large bags, video recording devices, and backpacks at home. Small bags are allowed.

Miranda Lambert, who appeared on Nashville Star in 2003 and whose songs are climbing the country music charts, is scheduled to appear in a concert sponsored by the Spirit of America Tour. The concert honors Laughlin members and will be held at the base football field at 6 p.m. Sunday. Buses will pick up passengers in base housing areas from 4 to 6 p.m., and continue making rounds after the show until 9 p.m.

The evening wraps up with Lambert signing autographs at the concert area. For those who forget to bring their favorite Lambert items, a souvenir concession area is available during the show.

The concert is provided by the Spirit of America Tour, a Robert and Nina Rosenthal nonprofit group that brings headline entertainment to military bases in an effort to boost the morale of the men and women serving

Legal office celebrates the American Jury, Law Day 2005

By 1st Lt. Lance Smith
Legal office

In the late 1950s our country found itself in a Cold War with our ideological antithesis, the Soviet Union. A lesser known rhetorical “battle” of the Cold War revolved around a date- May 1.

For the Communists, this date was a day to celebrate their scientific, technological and other accomplishments.

In 1958, President Eisenhower “attacked” the Communist use of May 1 declaring that May 1 in America from then on would be known

as “Law Day-USA.”

Charles Rhyne explained the purpose of Law Day in a 1958 radio broadcast for Voice of America saying, “[t]he thing we want people of the whole world to know is that in our country we are more proud of our moral principles as expressed in the concept of our government of laws than we are of any materialistic accomplishment or achievement of our people.” Since 1958, May 1 has been reserved for the celebration of individual freedom and justice under the law.

The Soviet Union and its government collapsed well over a decade ago, but there still remains a valid reason to celebrate the law.

While the Soviet threat is gone, others have emerged. Countries like North Korea, the old Iraq and organizations like Al Qaeda and the Taliban, along with many others across the globe, continue to ignore the fundamental rights of their citizenry, and the rule of law. Now, more than ever, we have reason to celebrate our justice system; our law. And, our hope remains that a fair and just sys-

tem of laws will penetrate these lawless areas of the world because as Rhyne said, “[l]aw offers the best hope for order in a disordered world.”

The theme for Law Day 2005 is “The American Jury: We the People in Action.” The constitutional right to a trial by a jury of our peers and not an official who is above the law is fundamental to our legal system. It not only assures a criminal defendant a fair and impartial trial, but it also allows ordinary citizens to participate in their justice system.

The system, in fact, could

not operate without the thousands of Americans who faithfully execute their civic duties as jurors in our nation’s courts.

Juries are essential not only to the civilian justice system but also to the military justice system. Through evidence, guilt or innocence is determined and an appropriate punishment is assessed.

Because juries consist of a variety of people, each bringing his or her unique perspective, jury determinations are the fairest way to evaluate case merits.

The legal office is celebrating Law Day by visiting the Del Rio schools along with the Federal and Del Rio Bar Association. While at the schools, Judge Advocate Generals (JAGs) will instruct the students on the importance of a jury and how they keep our legal system in balance.



Several weeks ago you may have received a notice from Bank of America notifying you that the Bank of America Credit Card data tapes had been lost.

In the wake of the lost data tapes at Bank of America,

there is now an Internet scam using the Bank of America logo.

If you receive an email from someone purporting to be Bank of America requesting verification of information, do not respond to the

emails.

Bank of America does not request its customers reveal account or personal information over the internet. Bank of America is aware of the scam and is working to combat the issue.



Laughlin Salutes

First-Quarter award winners

Civilian category I:
Ramiro Pina Jr., 47th Civil Engineer Squadron

Civilian category II:
William Morris, 47th Mission Support Group

Civilian category III:
Jerauld Smith Jr., 47th OSS

Airman:
Airman 1st Class Eric Sylvester, 47th Communications Squadron

NCO:
Staff Sgt. Scott Griffith, 47th CS

Senior NCO:
Master Sgt. Rufino Gonzalez, 47th Mission Support Squadron

Health and safety contributor:
Staff Sgt. Kathleen Crowell, 47th ADS

Company Grade officer:
2nd Lt. Joseph Michaels III, 47th Operations Support Squadron

Nonappropriated funds category II:
Dennis Carroll, 47th MSG

Honor guard member:
Senior Airman Torie Shimabuku, 47th OSS

Instructor pilot:
Capt. Thad Swant, 47th OSS

Volunteer:
Tech. Sgt. Daniel Beary, 47th Aeromedical-Dental Squadron

Oustanding Dormitory:
Airman Juan Navarro, 47th ADS

Oustanding Dormitory suite:
Senior Airman Kristel Knowles, 47th OSS



Photo by Airman 1st Class Olufemi Owolabi

A ‘STEP’ forward...

Tech. Sgt. Frank Munderback, 47th Security Forces Squadron kennel master, holds back as Janiss, a military working dog here demonstrated her apprehension technique during a training session. Sergeant Munderback received a STEP promotion to Tech. Sgt. from Air Education and Training Command April 21. His stripe was one of 66 in the command awarded recently to “hard-chargers” according to guidelines governing STEP promotions.

Laughlin showcases fitness in Wing Adventure

Story and photos
By Tech. Sgt. Anthony Hill
Public affairs

Nearly 270 members of Team XL turned out Saturday to participate in the first Wing Adventure Race, testing their mettle on a 30-mile course from Laughlin to Southwinds Marina on Lake Amistad.

Race organizers were pleased with the 33-team turnout and expressed gratitude to the wing leadership for encouraging people to participate.

“The objective of the Adventure Race was to promote fitness in a fun way,” said Maj. Rex Calvert, 86th Flying Training Squadron instructor pilot and race director. “It’s an event that makes you feel part of a team.”

Major Calvert organized a similar race for the 86th last June when 96 members participated on 12 teams. The race got such good remarks, organizers decided to conduct it for the entire wing.

Minor adjustments made for this race included changing swap-out points for substitutes to avoid traffic problems, and adding an extra leg to the rafting event to accommodate the increased number of participants.

Each team consisted of eight members. Four members were required to participate together throughout the course, which started on Second Street in front of Anderson Hall.

The first leg of the course consisted of a 22-mile bike where cyclists raced to Jap Lowe Drive, a dirt road near Del Rio Middle School and the first swap-out point; then to the second swap-out point at Chapman and Highway 90 West; and the final trek along Highway 90 out to the Marina.

From there, cyclists discarded their bikes and began a 7.5-mile run, substituting members at a variety of swap-out points.

Following the run, participants paddled in a 2-mile rafting event. Once reaching their destination on shore, four-man teams carried their rafts and oars in a run to the finish.



(At left) The Defenders of the 47th Security Forces Squadron try to close the gap on the Misfits of the 47th Operations Support Squad-

ron at Southwinds Marina on Lake Amistad. This is a portion of Laughlin's first Wing Adventure Race.



The first group of participants start the Adventure Race at the intersection of Freedom Way and Second Street at about 8:50 a.m. Saturday. All teams completed the course in just under five hours.

The Unknowns of the 87th Flying Training Squadron emerged as the grand champion with a time of 3 hours, 21 minutes, 17 seconds. They won a trophy and individual medals. The second- and third-place teams earned individual medals.

The most difficult part of the course was keeping the raft straight, said 2nd Lt. Josh Ney, a member of the winning team. But, winning, showing good team work and developing camaraderie were the

best parts about participating in the race, he added.

“Mentally and teamwork-wise, getting that raft to go straight was challenging,” said Major Calvert. “It’s not really physically demanding, but (members) just had to work together as a team to keep it straight. Physically, I think the run to the top of the hill behind the dam was the most demanding part of the course.”

The race director said the course was challenging but doable because

it is designed perfectly for Airmen who passed their fitness test.

“If you get a marginal (on the fitness test) you probably need to work out more,” he said. “If you get an excellent, the course was probably a little easier.”

However, he added with four individuals participating together, each team was only as fast as their slowest person.

Goat skin prizes were given to teams finishing first in the three

Capt. F...
Team F...
Drive i...
course e...
branded...
second...

Adventure Race



Amistad Saturday during the rafting portion of the Adventure Race.



Team Farva, (from left) 2nd Lts. Jordan Deters, Brad Young, and Craig and Catherine Christ, takes on the run portion of the race near Amistad Dam.



Capt. Paul Miller leads Airmen Juan Navarro and Joseph Lee of Team Rockwilders from the 47th Medical Group along Jap Lowe river in Del Rio during the bike portion of the race.

Three events. One goat skin was awarded with a running shoe. The Da Bulls won the bicycle wheel skin for biking the fastest in

1:18:19. The Unknowns earned the running shoe skin for a first-place run of 59 minutes and 25 seconds. The Tools took the oar skin as the quickest rafting team with 56 minutes and 5 seconds.

A steel chicken, which was the grand prize for last year's 86th FTS Adventure Race champion, was earned this year by the Incredibles.

The 86th FTS had nine teams participating this year. As the top-finishing team from the 86th, the Incredibles earned the rights to the steel chicken, which is a balancing chicken with a rock in its belly.

"It's kind of a joke within the 86th," said Major Calvert, "but, it's a pride thing. It's a traveling trophy, and will continue to be given to the top 86th team in the Adventure Race."

Major Calvert offered thanks to the team of volunteers, "the super stars," who helped organize and conduct this year's race, including Bill Goins (for registration and time keeping), Capt.

Thad Swant (who created the award prizes), 1st Lt. Joe McCane (who was in charge of the rafts), and 2nd Lt. Tim Lucio (for coordinating all of the volunteers).

The major added heart-felt appreciation to the many other volunteers who contributed to the race's success.

Ideas are already being kicked around for an Adventure Race 2 next year. Organizers are looking at the amount of traffic the race can handle compared to the number of people participating and team cars supporting members. One idea for next year is to invite other local participants such as Border Patrol and police agencies, according to Major Calvert.

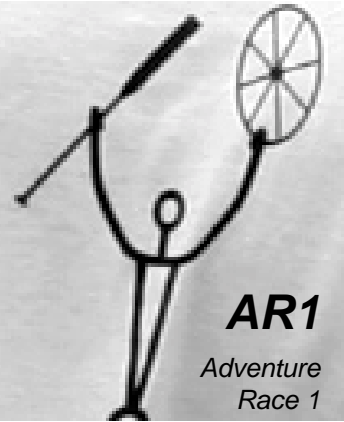
"And, just as a thought, we are even looking at having an open division where there are no substitutes, and have four-people (teams) doing the whole thing," he said. "That would give those people who thought this course was easy a bigger challenge. The real competitor would enjoy that."

Adventure Race
Final Results

Times are in hour:minutes:seconds

Team	Final Time
1. Unknowns	3:21:17
2. Da Bulls	3:21:31
3. Incredibles	3:29:39
4. Tools	3:33:09
5. Phase 0	3:33:27
6. Lucky 13	3:34:45
7. Goobers	3:35:18
8. Fightin' Desert Jackrabbits	3:35:45
9. Gomers	3:46:05
10. FAIPS	3:46:10
11. Sweaties	3:48:14
12. Team Supreme	3:49:20
13. Idiots	3:49:21
14. SCBee's	3:52:29
15. Rockwilders	3:55:36
16. Longhorns	3:57:22
17. Credno's Crummies	3:59:36
18. Team Farva	4:02:25
19. Tiger	4:02:57
20. Knights	4:03:34
21. Misfits	4:05:51
22. Knobs	4:08:22
23. Defenders	4:10:00
24. Control Freaks	4:17:40
25. Dollar Desperados	4:26:38
26. K2	4:26:45
27. Match Stick Sqd	4:29:21
28. Wingers	4:29:43
29. GAC	4:30:50
30. Team Rodeo	4:40:41
31. Outcast	4:48:31
32. Currents OAFS	4:55:40
33. Easy Riders	DNF*

*Did not finish





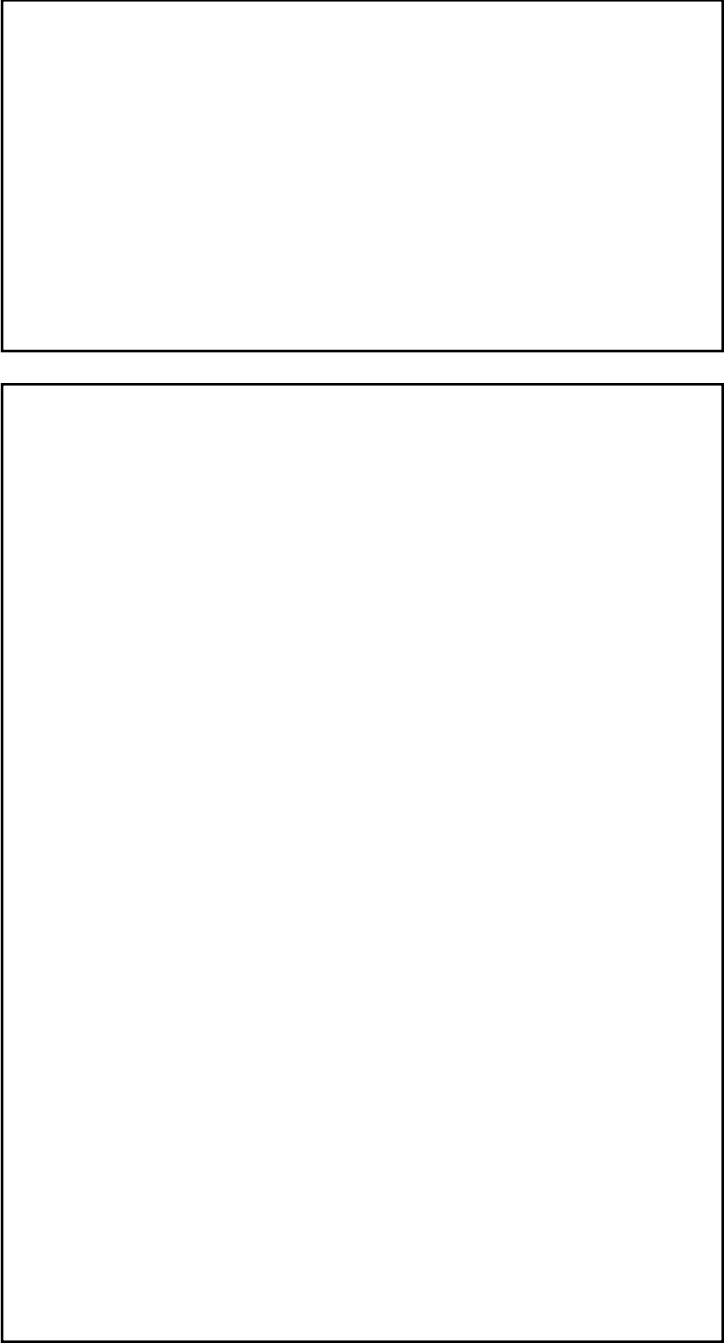
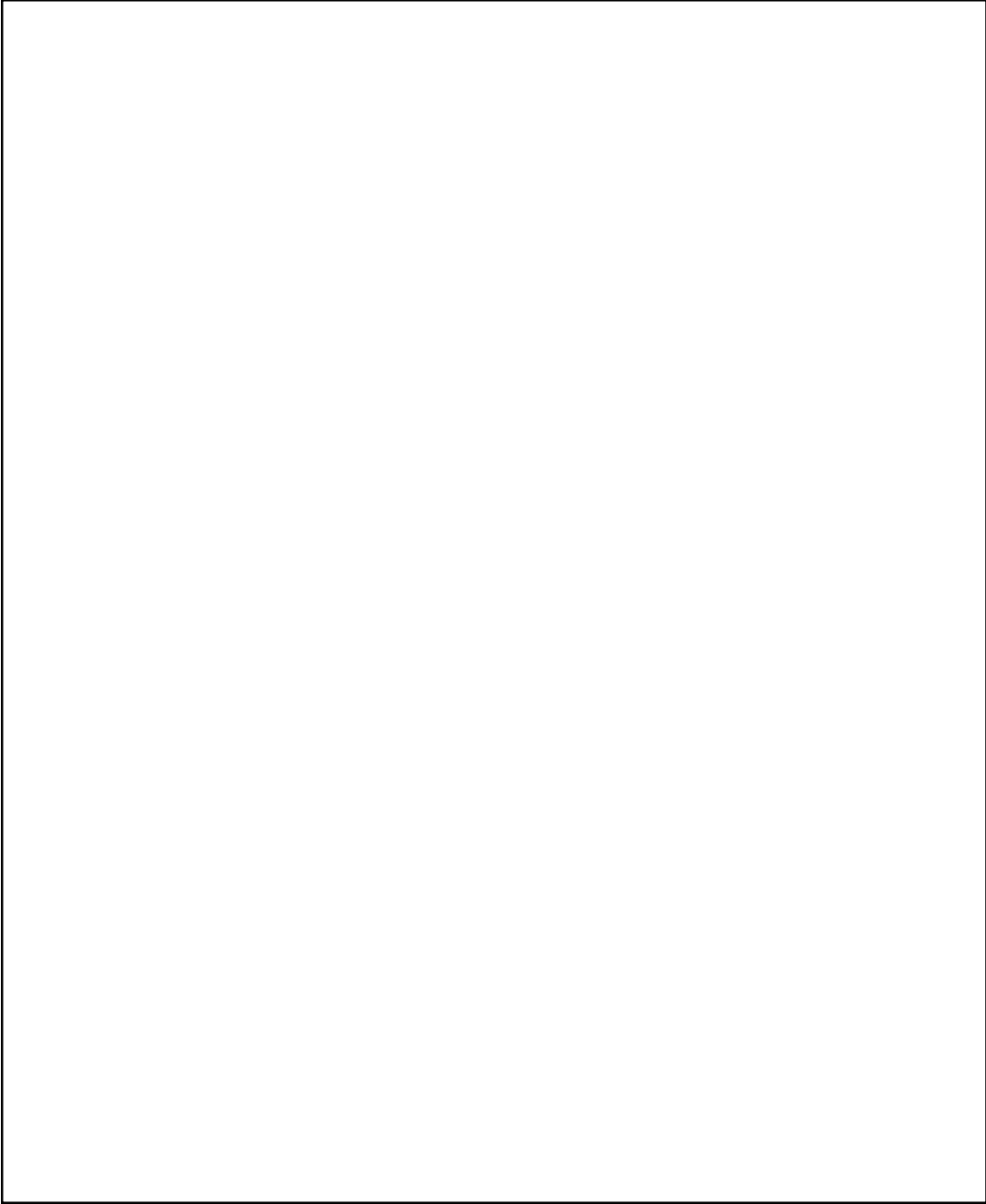
Courtesy photo

Senior Airman Valeria Perchina
47th Comptroller Squadron

Hometown: Walnut Creek, Calif.
Family: Husband Mike and two cats
Time at Laughlin: 2 years, 9 months
Time in service: 3 years, 3 months
Greatest accomplishment: Coming to the United States despite many obstacles and becoming an American citizen
Hobbies: Figure skating, photography, ballet and other artistic activities
Bad habit: Eating too much chocolate
Favorite movies: “Cutting Edge” and “Serendipity”
If you could spend one hour with any person, who would it be and why? My grandfather. I did not have a chance to meet him, but from what I have heard he was very ambitious and down-to-earth at the same time.

“ Senior Airman Perchina brings tremendous pride to Laughlin in her service as an Honor Guard member and was recognized during the ORI for her outstanding performance in the Accounting Liaison Office ”

-Maj. Michael Greiner,
47th Comptroller
Squadron commander

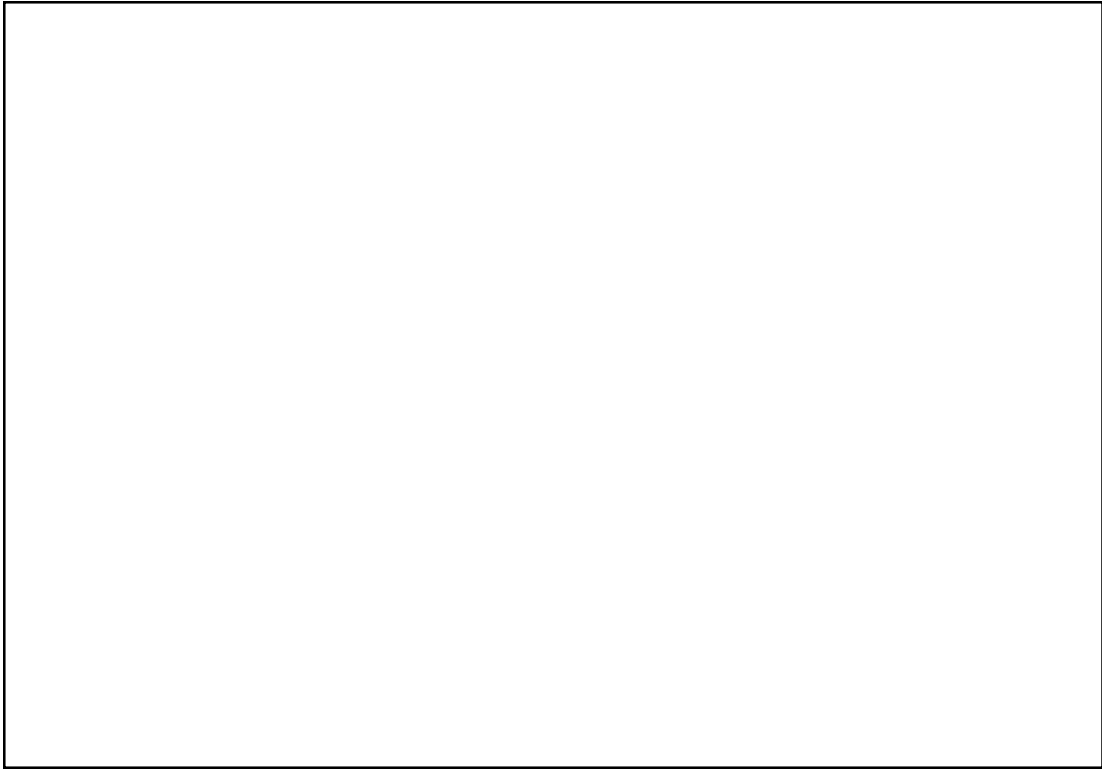
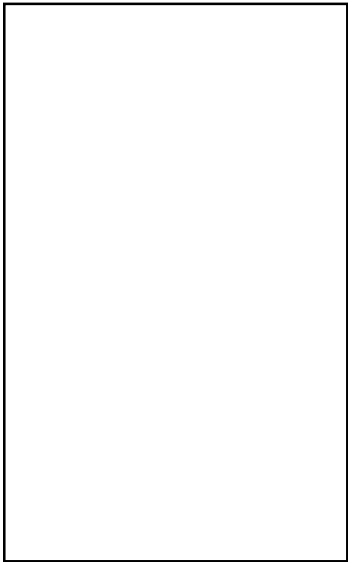


Airman remembers day she lost four friends

By Senior Airman
Anna Fitzhorn
18th Wing public affairs

KADENA AIR BASE, Japan -- In the blink of an eye, lives were lost, children became motherless and fatherless, and others were forever scarred when a drunk driver ended four people's lives and critically injured another in a head-on collision eight years ago.

Four Airmen and another Airman's spouse were returning from a noncommissioned officer academy graduation banquet at Ramstein Air Base, Germany, on July 11, 1997,



where they were supporting a colleague graduating from the course. Just after midnight and only five minutes from home, their vehicle was hit head-on by a drunk driver who had fallen asleep at the wheel in an 18-wheeler.

Tech. Sgt. Terry Jennings, Staff Sgt. Kevin Sullivan and Senior Airman Angela Fralick, all from the 52nd Civil Engineer Squadron readiness flight, were killed almost instantly in the crash.

Hiroko Jackson, a mother of two, who had gone along to watch her husband, Tech. Sgt. Jeffrey Jackson, graduate, was also killed.

The driver of the truck was found to have far exceeded the legal blood-alcohol level limit and sustained only a broken leg in the crash. The driver received two years in prison for the deaths.

As the only survivor, Master Sgt. Theresa Hall, now first sergeant for the 18th Maintenance Operations Squadron here, said she still remembers the tragic day as if it were yesterday.

"I was sitting in the backseat of the vehicle behind the front passenger. Everyone was asleep except for me and

Terry, who was driving," she said. "Terry and I saw the truck headed right for us, and in an instant, it was all over.

"I never lost consciousness during the incident," she said. "After the crash, I couldn't move, but I knew that everyone else in the car was dead."

Sergeant Hall sustained a broken arm, finger, collarbone, broken femurs as well as several ribs in the accident. She had internal lacerations to her kidney, intestines and spleen, spent more than nine hours in surgery and had to be put on a ventilator.

After more than a month and a half in intensive care, and another two months in the hospital, she was moved to Wilford Hall Medical Center at Lackland Air Force Base, Texas. She spent more than a year recuperating with extensive therapy.

"It was very painful," she said. "I had to relearn how to walk, and it took me more than a year to fully recover."

Physical trauma was not the only obstacle Sergeant Hall faced.

She said she struggled with feelings of guilt that she had lived while the others

had not.

"It took me more than two years to come out of my shell," she said. "I couldn't drive or even be in a car without being scared to death.

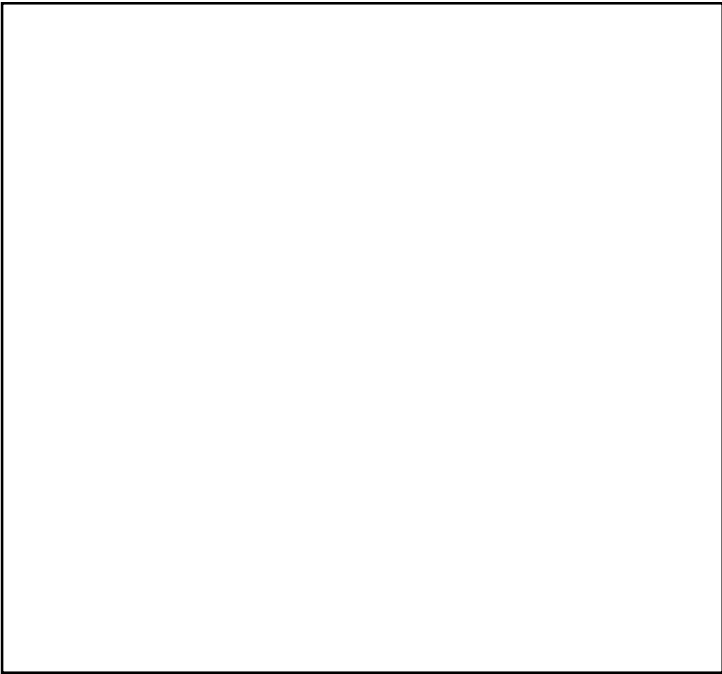
"It was a very difficult time for my entire family," she said. "However, our faith got us through it."

She had a 3-month-old daughter at the time of the accident. Since Sergeant Hall had to be away from home for so long in the hospital, she said her daughter did not know her.

"When you have a child who you love so dearly who thinks of you as a stranger — it hurts," Sergeant Hall said.

Although Sergeant Hall and the other victims were the only people directly involved in the accident, they were not the only ones affected by the tragedy.

Families and friends of the victims, as well as the squadron and base commu-



nity, were all affected, and more than 1,200 people attended their memorial service.

Eight years after the accident, sitting on Sergeant Hall's desk is a photo taken the day of the crash of all the victims together. Next to it is a photo of the wreckage.

"That's how I get my story across," she said. "When Airmen come in my office and see this picture, it gives me a chance to tell my story."

Although April has been chosen as Alcohol Awareness Month, Sergeant Hall said Airmen should treat every month as if it were the same.

"If you drink, don't drive," Sergeant Hall said. "Please hand over your keys to someone, call a cab or a friend, because drinking and driving is like playing Russian roulette with your life and the lives of others — here one minute — gone the next.

"I should know," she said.



Photo by Larry McTighe

Racing by...

Ricky Rudd, driver of the Air Force Wood Brothers Racing No. 21, battles Joe Nemechek, driver of the U.S. Army car during a race at the Phoenix International Raceway. Nemechek came in 10th place, and Rudd came in 34th.

Clinic announces ‘Fast Track’, new pediatric appointment option

By Maj. Patricia Cifelli
47th Medical Operations Squadron

The 47th Medical Group Pediatric Clinic is introducing an innovative approach to improve access to care. Our new Fast Track will allow patients with simple health concerns (sore throat, earache, sinus pain, etc.) to receive rapid access to an appointment. A Fast Track appointment will allow five minutes so the provider can rapidly assess the patient and provide appropriate treatment for the uncomplicated condition. The provider will use care protocols that will ensure accurate and safe quality of care by the nursing team in collaboration with providers. This new environment has been shown to significantly improve parent satisfaction due to being empowered to implement homecare in-

structions and become a key partner with the health-care team. So hop on board and ask for Fast Track for your next

pediatric appointment for that simple sore throat or cough that you just want to have checked out. With Fast Track you can get in, get out, and back on track in minutes! Please contact the clinic appointment desk at 298-6333.

XL Fitness
Center
hours

Call
298-5251

Monday - Thursday:
5 a.m. to 11 p.m.

Friday:
5 a.m. to 8 p.m.

Saturday
and
Sunday:
7 a.m. to 8 p.m.

CCS wins intramural volleyball championship

Compiled from staff reports

When CCS entered the final day of the intramural volleyball playoffs April 21, the team needed a dramatic effort to win the championship. The team had to go undefeated in three straight games, and that's just what the players did to earn this year's crown. CCS played out of the loser's bracket and defeated Med Grp. in two sets to win the first game, 25-18 and 25-23. That earned them the honor of playing the 87th FTS, the defending champions. CCS eased by the 87th to win the next game in two sets, 25-16 and 25-14. Due to double-elimination rules, the win caused an if-game to determine the champion. The 87th lost the first set of the final game 25-21. As the battle continued in the second set, the 87th stayed close, but momentum was in CCS's favor. CCS went on to win their sixth



Thomas Giddings practices against his CCS teammate Ruben Gonzales as Melvin Isaia looks on. consecutive set of the day, 26-24, to edge the 87th for the championship title.



Photos by Tech. Sgt. Anthony Hill
The CCS intramural volleyball championship team consisted of (front row, from left) Thomas Giddings, Timothy Coffey, Juan Cervantes, Sean Crowe, (top row, from left) Lawrence Watt, Shawn Horrigan, Ruben Gonzales and Melvin Isaia. David Dominguez (not pictured) was also a member of the team.